



*Embrace the Spirit • Vivez l'esprit*

**2022**

# **Annual Collision Report**

## **Contents**

The Annual Collision Report is a summary of statistics associated with traffic collisions that occurred in the City of Winnipeg. This information is provided by Manitoba Public Insurance (MPI). It is important to note that the original MPI data has been altered from its original source to limit the data to records with identified locations only and exclude parking lots and back lanes. This report is comprised of five sections:

### **Section 1 - Trends:**

This section contains statistics and information explore a recent history of collision statistics provided by MPI within the City of Winnipeg. Also included in this section are statistics relating to population and MPI registered vehicles.

### **Section 2 - Collisions:**

This section classifies collisions by configuration types, traffic control types, time of collision, environmental conditions, roadway locations, and road surface conditions.

### **Section 3 - Collision Victims:**

This section identifies the victims in all reportable collisions by age and severity (non-fatal or fatal) and types of injury. It also identifies if the victim was a pedestrian, cyclist, passenger or driver.

### **Section 4 - Drivers and Vehicles:**

This section identifies both drivers and vehicles involved in reported collisions, vehicle maneuver being executed at the time of the collision and the vehicle type.

### **Section 5 - Cyclists and Pedestrians:**

This section identifies motorized vehicle and cyclist maneuver, as well as vehicle maneuver and pedestrian action at the time of the collision.

### **Disclaimer:**

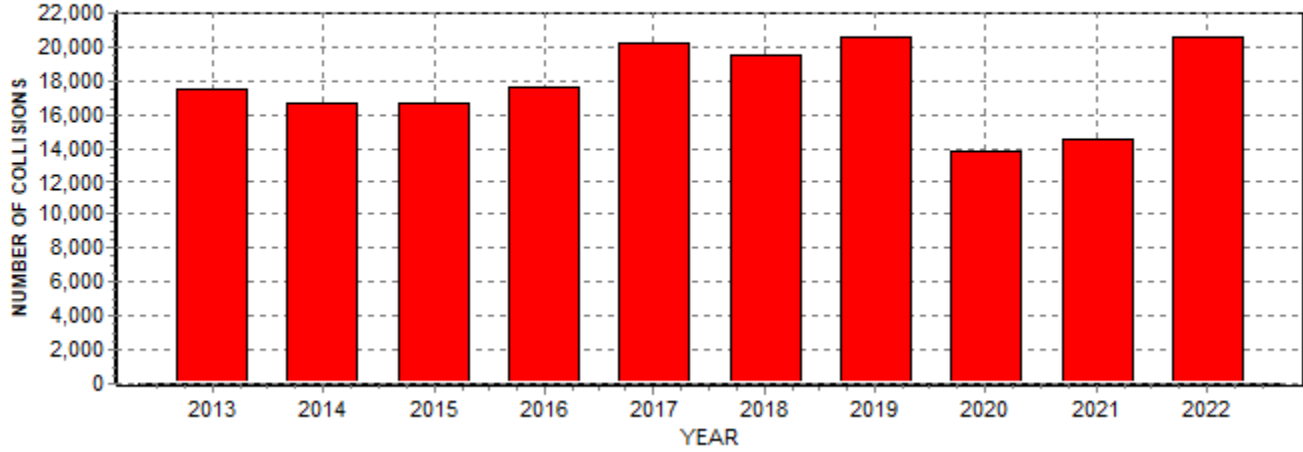
*The City of Winnipeg provides this information in good faith but gives no warranty, nor accepts liability, from any incorrect, incomplete or misleading information, or its use for any purpose.*

Figure 1.1 Tabular summary of reported collisions

2013 - 2022

| Year | Reported Collisions |
|------|---------------------|
| 2013 | 17530               |
| 2014 | 16688               |
| 2015 | 16630               |
| 2016 | 17604               |
| 2017 | 20267               |
| 2018 | 19475               |
| 2019 | 20591               |
| 2020 | 13849               |
| 2021 | 14558               |
| 2022 | 20618               |

Figure 1.2 Total number of reported collisions





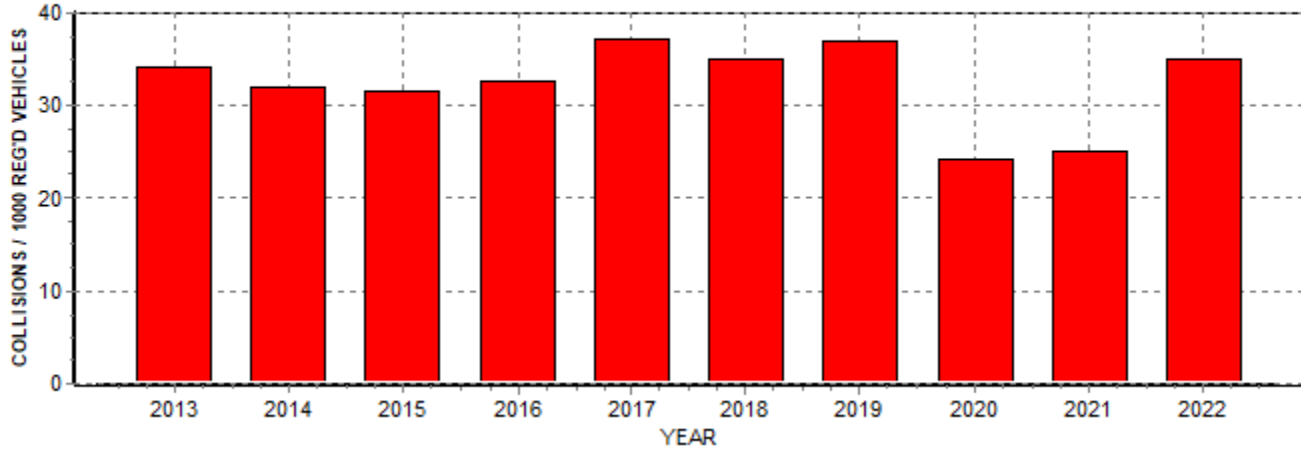
# Public Works Department Reported Collisions Per 1000 Registered Vehicles

**Figure 1.3 Tabular summary of reported collisions per 1000 registered vehicles 2013 - 2022**

| Year | Reported Collisions | Registered Vehicles | Reg. Veh. Collision Ratio |
|------|---------------------|---------------------|---------------------------|
| 2013 | 17530               | 512472              | 34.21                     |
| 2014 | 16688               | 522005              | 31.97                     |
| 2015 | 16630               | 527805              | 31.51                     |
| 2016 | 17604               | 537801              | 32.73                     |
| 2017 | 20267               | 546181              | 37.11                     |
| 2018 | 19475               | 554106              | 35.15                     |
| 2019 | 20591               | 558123              | 36.89                     |
| 2020 | 13849               | 569098              | 24.34                     |
| 2021 | 14558               | 580959              | 25.06                     |
| 2022 | 20618               | 588120              | 35.06                     |

NOTE: Registered Vehicle Collision Ratio: (Reported Collisions/Registered Vehicles) \* 1000

**Figure 1.4 Reported collisions per 1000 registered vehicles**



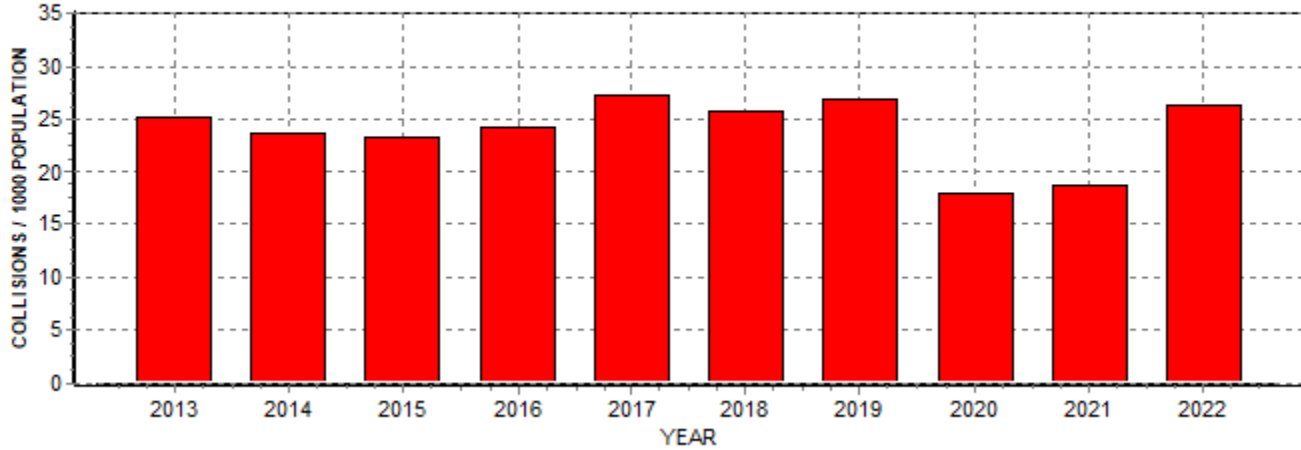
**Figure 1.5 Tabular summary of reported collisions per 1000 population**

**2013 - 2022**

| Year | Reported Collisions | Population | Population/Collision Ratio |
|------|---------------------|------------|----------------------------|
| 2013 | 17530               | 695000     | 25.22                      |
| 2014 | 16688               | 703900     | 23.71                      |
| 2015 | 16630               | 711600     | 23.37                      |
| 2016 | 17604               | 726100     | 24.24                      |
| 2017 | 20267               | 740700     | 27.36                      |
| 2018 | 19475               | 753000     | 25.86                      |
| 2019 | 20591               | 763000     | 26.99                      |
| 2020 | 13849               | 766900     | 18.06                      |
| 2021 | 14558               | 772900     | 18.84                      |
| 2022 | 20618               | 783100     | 26.33                      |

NOTE: Population Collision Ratio: (Reported Collisions/Population) \* 1000

**Figure 1.6 Reported collisions per 1000 population**



**Figure 1.7 Tabular summary of reported collisions by severity 2013 - 2022**

| Year | Fatal | Injury | Property Damage | Reported Collisions |
|------|-------|--------|-----------------|---------------------|
| 2013 | 9     | 4683   | 12838           | 17530               |
| 2014 | 10    | 5072   | 11606           | 16688               |
| 2015 | 11    | 5080   | 11539           | 16630               |
| 2016 | 18    | 5381   | 12205           | 17604               |
| 2017 | 11    | 5588   | 14668           | 20267               |
| 2018 | 12    | 5440   | 14023           | 19475               |
| 2019 | 13    | 5209   | 15369           | 20591               |
| 2020 | 7     | 3162   | 10680           | 13849               |
| 2021 | 8     | 3307   | 11243           | 14558               |
| 2022 | 25    | 4117   | 16476           | 20618               |

**Figure 1.8 Total number of fatal collisions**

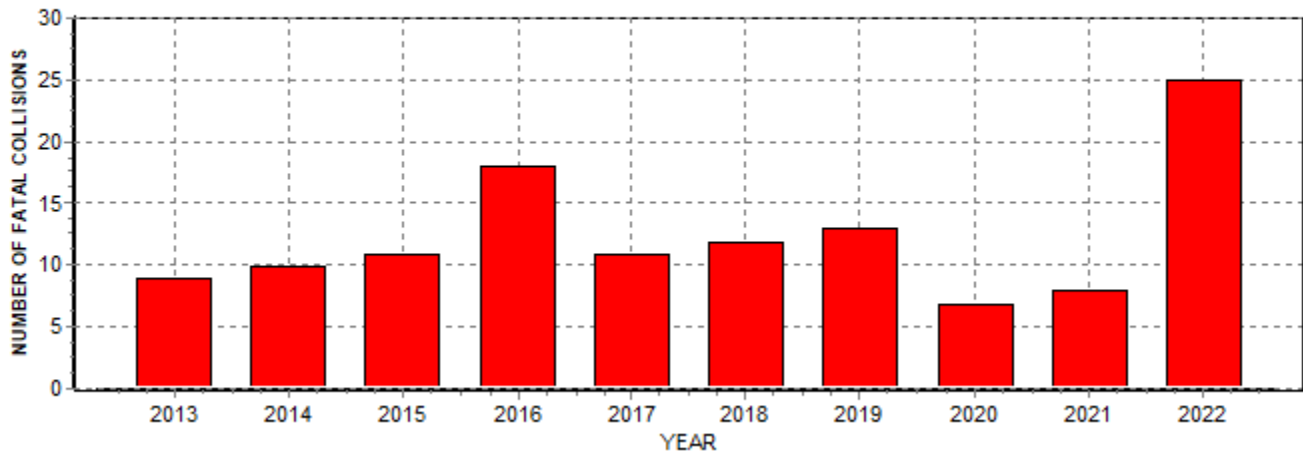
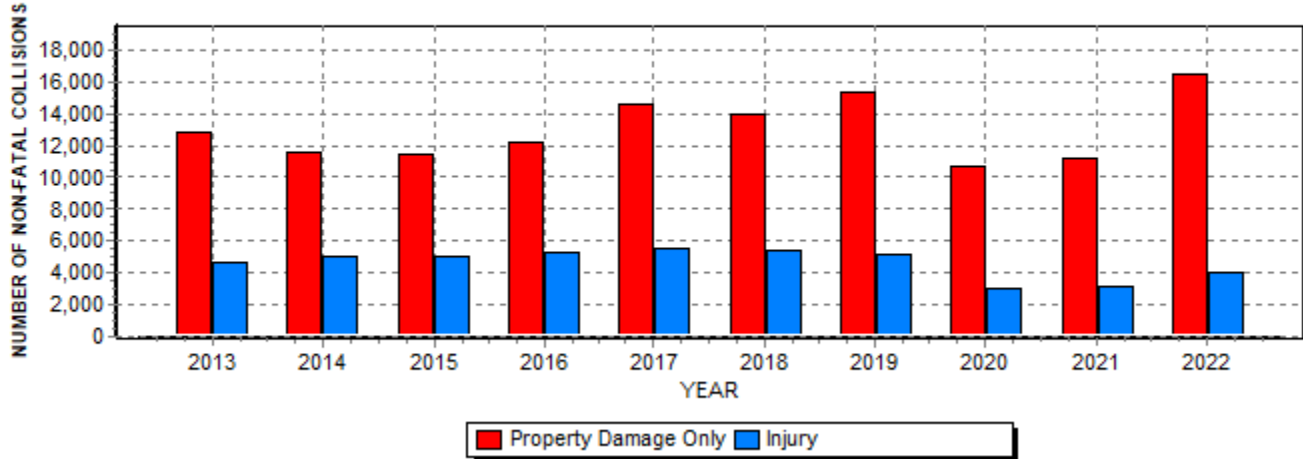


Figure 1.9 Total number of injury and property damage only collisions





Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.1 Total number of reported collisions by severity and configuration type**

| Configuration Type       | Fatal     | Injury      | Property Dmg. Only | Reported Collisions |
|--------------------------|-----------|-------------|--------------------|---------------------|
| Fixed Object             | 2         | 120         | 1538               | 1660                |
| Head On                  | 0         | 37          | 177                | 214                 |
| Intersection 90 Degree   | 4         | 1067        | 2272               | 3343                |
| Left Turn (Left w/ Thru) | 2         | 131         | 231                | 364                 |
| Left Turn (Opp Dir)      | 0         | 119         | 226                | 345                 |
| Left Turn (Same Dir)     | 0         | 17          | 80                 | 97                  |
| Off Road Left            | 0         | 8           | 62                 | 70                  |
| Off Road Right           | 1         | 20          | 166                | 187                 |
| Over-Taking              | 0         | 7           | 103                | 110                 |
| Parking                  | 0         | 22          | 342                | 364                 |
| Pedestrian               | 12        | 80          | 25                 | 117                 |
| Rear End                 | 2         | 1804        | 5487               | 7293                |
| Right Turn (Opp Dir)     | 0         | 2           | 36                 | 38                  |
| Right Turn (Same Dir)    | 0         | 17          | 118                | 135                 |
| Sideswipe (Opposing)     | 0         | 28          | 169                | 197                 |
| Sideswipe (Same Dir)     | 1         | 255         | 2335               | 2591                |
| Unknown                  | 1         | 383         | 3109               | 3493                |
| <b>TOTAL</b>             | <b>25</b> | <b>4117</b> | <b>16476</b>       | <b>20618</b>        |





Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.2 Total number of reported collisions by severity and traffic control type**

| Traffic Control Type          | Fatal     | Injury      | Property Dmg. Only | Reported Collisions |
|-------------------------------|-----------|-------------|--------------------|---------------------|
| 4-Way Stop                    | 1         | 35          | 183                | 219                 |
| Flashing School Signals       | 0         | 0           | 5                  | 5                   |
| Flashing Signal Light         | 0         | 3           | 2                  | 5                   |
| Left Turn on Red              | 0         | 3           | 8                  | 11                  |
| Merge                         | 0         | 38          | 149                | 187                 |
| Officer/Flagman/School Guard  | 0         | 0           | 3                  | 3                   |
| Overhead Signs                | 0         | 4           | 7                  | 11                  |
| Pedestrian Corridor           | 0         | 8           | 21                 | 29                  |
| Pedestrian Crosswalk          | 0         | 29          | 87                 | 116                 |
| R.R. Auto Controls            | 0         | 0           | 3                  | 3                   |
| R.R. Crossing                 | 0         | 6           | 24                 | 30                  |
| R.R. Gates                    | 0         | 0           | 2                  | 2                   |
| Right Turn on Red             | 0         | 0           | 3                  | 3                   |
| School Crossing               | 0         | 0           | 2                  | 2                   |
| School Zone                   | 0         | 2           | 14                 | 16                  |
| Stop                          | 2         | 184         | 711                | 897                 |
| Traffic Signal/Control Device | 8         | 1287        | 3864               | 5159                |
| Turn Controls                 | 0         | 5           | 30                 | 35                  |
| Warning Sign                  | 0         | 0           | 7                  | 7                   |
| Yield                         | 1         | 114         | 493                | 608                 |
| Unknown                       | 13        | 2399        | 10858              | 13270               |
| <b>TOTAL</b>                  | <b>25</b> | <b>4117</b> | <b>16476</b>       | <b>20618</b>        |



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.3 Total number of reported collisions by hour of day and day of week**

| Hour              | Days of the Week |             |             |             |             |             |             | Reported Collisions | Percentage   |
|-------------------|------------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------------|--------------|
|                   | Mon              | Tue         | Wed         | Thu         | Fri         | Sat         | Sun         |                     |              |
| 00:00 - 00:59     | 9                | 11          | 12          | 17          | 21          | 35          | 29          | 134                 | 0.6          |
| 01:00 - 01:59     | 9                | 11          | 15          | 16          | 13          | 29          | 41          | 134                 | 0.6          |
| 02:00 - 02:59     | 17               | 10          | 20          | 16          | 12          | 39          | 28          | 142                 | 0.7          |
| 03:00 - 03:59     | 14               | 7           | 10          | 12          | 12          | 9           | 18          | 82                  | 0.4          |
| 04:00 - 04:59     | 9                | 10          | 12          | 5           | 7           | 14          | 16          | 73                  | 0.4          |
| 05:00 - 05:59     | 20               | 15          | 12          | 17          | 22          | 15          | 8           | 109                 | 0.5          |
| 06:00 - 06:59     | 58               | 65          | 71          | 75          | 65          | 22          | 18          | 374                 | 1.8          |
| 07:00 - 07:59     | 152              | 162         | 162         | 175         | 149         | 45          | 25          | 870                 | 4.2          |
| 08:00 - 08:59     | 272              | 280         | 263         | 298         | 233         | 53          | 31          | 1430                | 6.9          |
| 09:00 - 09:59     | 153              | 155         | 160         | 174         | 130         | 88          | 45          | 905                 | 4.4          |
| 10:00 - 10:59     | 136              | 155         | 155         | 141         | 150         | 103         | 89          | 929                 | 4.5          |
| 11:00 - 11:59     | 165              | 178         | 169         | 170         | 183         | 149         | 109         | 1123                | 5.4          |
| 12:00 - 12:59     | 193              | 215         | 227         | 199         | 238         | 179         | 166         | 1417                | 6.9          |
| 13:00 - 13:59     | 160              | 178         | 187         | 182         | 220         | 198         | 138         | 1263                | 6.1          |
| 14:00 - 14:59     | 195              | 216         | 201         | 219         | 259         | 221         | 174         | 1485                | 7.2          |
| 15:00 - 15:59     | 300              | 349         | 343         | 327         | 337         | 212         | 159         | 2027                | 9.8          |
| 16:00 - 16:59     | 308              | 385         | 367         | 315         | 341         | 219         | 156         | 2091                | 10.1         |
| 17:00 - 17:59     | 245              | 335         | 291         | 286         | 284         | 146         | 129         | 1716                | 8.3          |
| 18:00 - 18:59     | 142              | 186         | 177         | 198         | 215         | 159         | 101         | 1178                | 5.7          |
| 19:00 - 19:59     | 107              | 125         | 103         | 128         | 131         | 116         | 118         | 828                 | 4.0          |
| 20:00 - 20:59     | 91               | 95          | 111         | 124         | 98          | 124         | 88          | 731                 | 3.5          |
| 21:00 - 21:59     | 62               | 95          | 77          | 97          | 107         | 82          | 78          | 598                 | 2.9          |
| 22:00 - 22:59     | 52               | 58          | 68          | 71          | 110         | 96          | 78          | 533                 | 2.6          |
| 23:00 - 23:59     | 41               | 33          | 46          | 62          | 77          | 73          | 47          | 379                 | 1.8          |
| Unknown           | 15               | 10          | 13          | 4           | 7           | 12          | 6           | 67                  | 0.3          |
| <b>TOTAL</b>      | <b>2925</b>      | <b>3339</b> | <b>3272</b> | <b>3328</b> | <b>3421</b> | <b>2438</b> | <b>1895</b> | <b>20618</b>        | <b>100 %</b> |
| <b>Percentage</b> | <b>14.2</b>      | <b>16.2</b> | <b>15.9</b> | <b>16.1</b> | <b>16.6</b> | <b>11.8</b> | <b>9.2</b>  |                     |              |

NOTE: 'Unknown' hour means no time recorded

Analysis Period: 1 January 2022 - 31 December 2022

Figure 2.4 Total number of reported collisions by hour of day

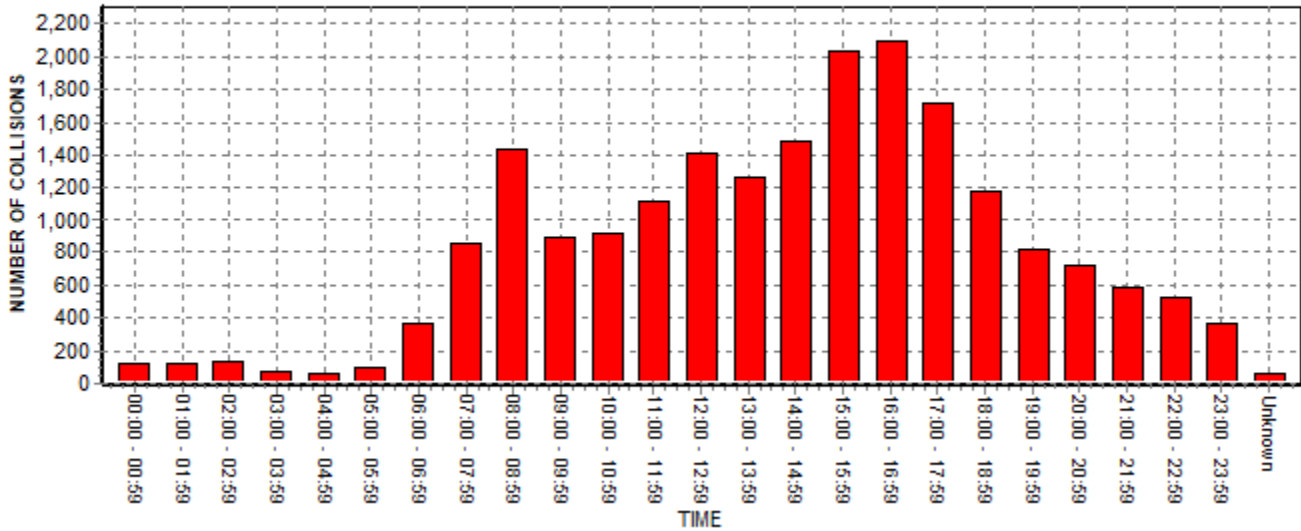
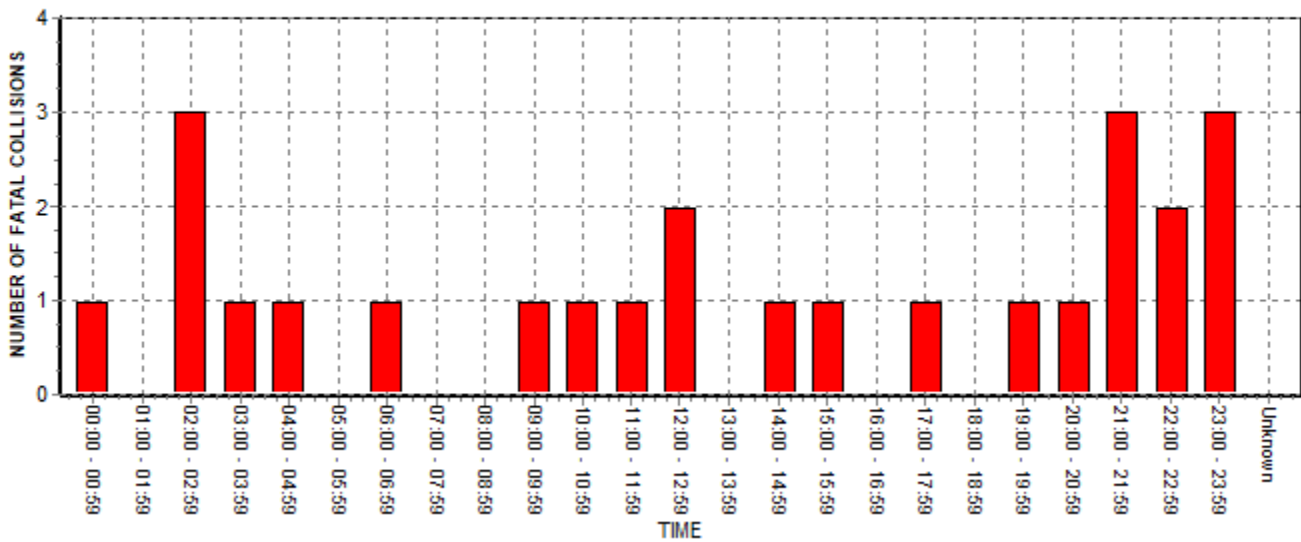
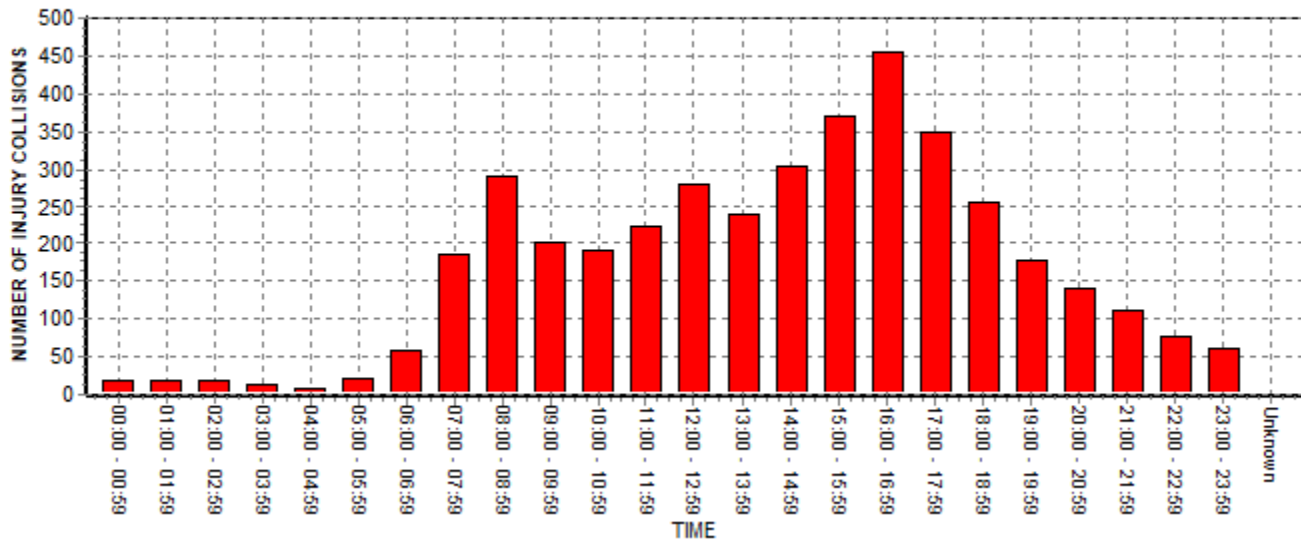


Figure 2.4.1 Total number of reported collisions by hour of day (Fatal)

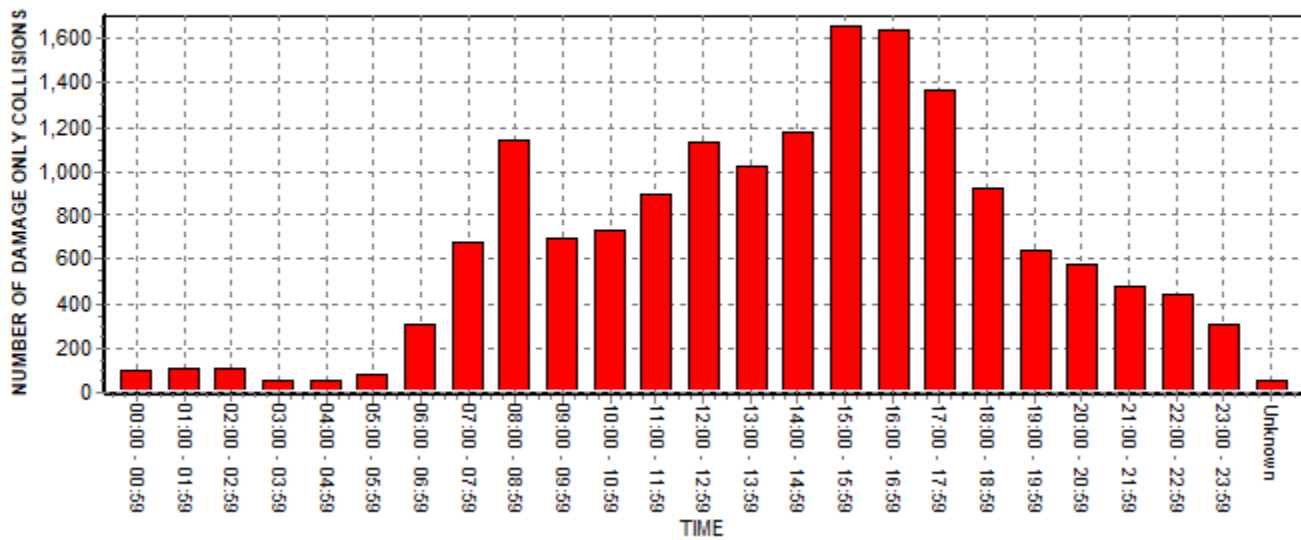


Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.4.2 Total number of reported collisions by hour of day (Injury)**



**Figure 2.4.3 Total number of reported collisions by hour of day (P.D. only)**

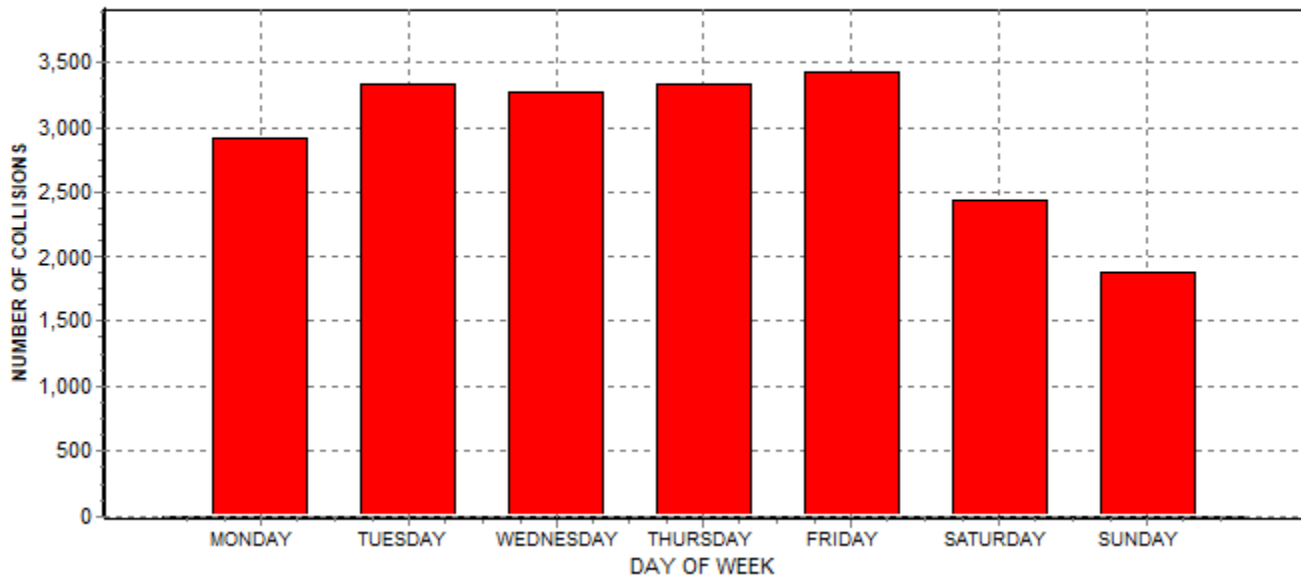


Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.5 Total number of reported collisions by severity and day of week**

| Day Of Week  | Fatal     | Injury      | Property Dmg. Only | Reported Collisions |
|--------------|-----------|-------------|--------------------|---------------------|
| MONDAY       | 4         | 589         | 2332               | 2925                |
| TUESDAY      | 4         | 668         | 2667               | 3339                |
| WEDNESDAY    | 2         | 659         | 2611               | 3272                |
| THURSDAY     | 4         | 637         | 2687               | 3328                |
| FRIDAY       | 1         | 671         | 2749               | 3421                |
| SATURDAY     | 4         | 517         | 1917               | 2438                |
| SUNDAY       | 6         | 376         | 1513               | 1895                |
| <b>TOTAL</b> | <b>25</b> | <b>4117</b> | <b>16476</b>       | <b>20618</b>        |

**Figure 2.6 Total number of reported collisions by day of week**

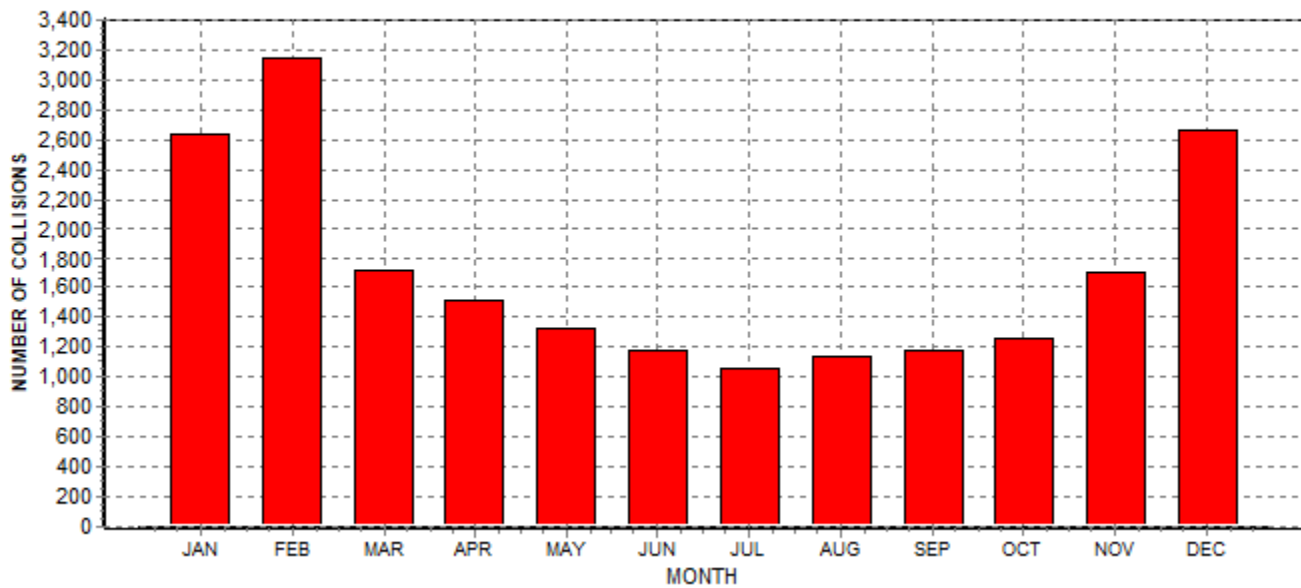


Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.7 Total number of reported collisions by severity and month of year**

| Month        | Fatal     | Injury      | Property Dmg. Only | Reported Collisions |
|--------------|-----------|-------------|--------------------|---------------------|
| JANUARY      | 2         | 484         | 2152               | 2638                |
| FEBRUARY     | 0         | 548         | 2591               | 3139                |
| MARCH        | 1         | 293         | 1428               | 1722                |
| APRIL        | 2         | 211         | 1317               | 1530                |
| MAY          | 3         | 261         | 1078               | 1342                |
| JUNE         | 0         | 275         | 910                | 1185                |
| JULY         | 2         | 281         | 792                | 1075                |
| AUGUST       | 2         | 250         | 898                | 1150                |
| SEPTEMBER    | 3         | 284         | 903                | 1190                |
| OCTOBER      | 5         | 314         | 955                | 1274                |
| NOVEMBER     | 2         | 348         | 1361               | 1711                |
| DECEMBER     | 3         | 568         | 2091               | 2662                |
| <b>TOTAL</b> | <b>25</b> | <b>4117</b> | <b>16476</b>       | <b>20618</b>        |

**Figure 2.8 Total number of reported collisions by month of year**

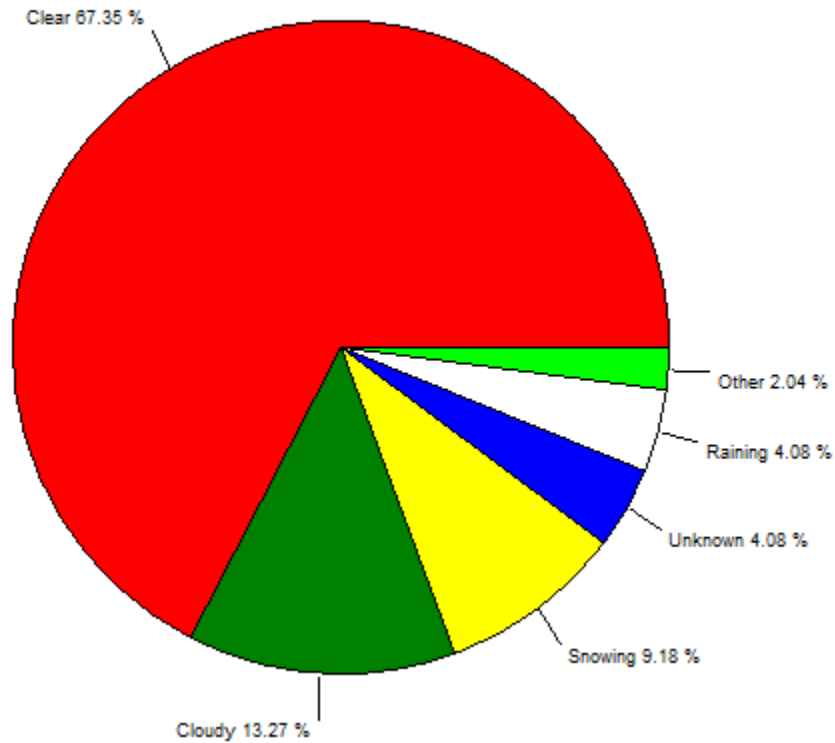


Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.9 Total number of reported collisions by severity and environment condition**

| Weather Condition            | Fatal     | Injury      | Property Dmg. Only | Reported Collisions |
|------------------------------|-----------|-------------|--------------------|---------------------|
| Clear                        | 15        | 2777        | 10760              | 13552               |
| Cloudy                       | 3         | 531         | 2177               | 2711                |
| Drifting Snow                | 0         | 50          | 217                | 267                 |
| Fog or Mist                  | 0         | 17          | 77                 | 94                  |
| Freezing Rain / Sleet / Hail | 1         | 13          | 50                 | 64                  |
| Raining                      | 3         | 150         | 772                | 925                 |
| Smoke or Dust                | 0         | 0           | 4                  | 4                   |
| Snowing                      | 2         | 402         | 1541               | 1945                |
| Strong Winds                 | 0         | 31          | 111                | 142                 |
| Unknown                      | 1         | 146         | 767                | 914                 |
| <b>TOTAL</b>                 | <b>25</b> | <b>4117</b> | <b>16476</b>       | <b>20618</b>        |

**Figure 2.10 Percentage of total number of reported collisions by environment condition**



NOTE: Items less than 5% are combined into 'Other' category



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.11 Total number of reported collisions by severity and road location**

| Road Location    | Fatal     | %           | Injury      | %            | Damage       | %            | Collisions   | %             |
|------------------|-----------|-------------|-------------|--------------|--------------|--------------|--------------|---------------|
| Intersection     | 16        | 0.08        | 3784        | 18.35        | 15253        | 73.98        | 19053        | 92.41         |
| Non-Intersection | 9         | 0.04        | 333         | 1.62         | 1223         | 5.93         | 1565         | 7.59          |
| <b>TOTAL</b>     | <b>25</b> | <b>0.12</b> | <b>4117</b> | <b>19.97</b> | <b>16476</b> | <b>79.91</b> | <b>20618</b> | <b>100.00</b> |





Analysis Period: 1 January 2022 - 31 December 2022

**Figure 2.12 Total number of reported collisions by road surface condition**

| Road Surface Condition | Reported Collisions |
|------------------------|---------------------|
| Dry                    | 8180                |
| Fresh Oil              | 8                   |
| Ice                    | 5818                |
| Loose Sand/Gravel/Dirt | 34                  |
| Mud                    | 7                   |
| Slush                  | 492                 |
| Snow                   | 3105                |
| Wet                    | 2306                |
| Unknown                | 668                 |
| <b>TOTAL</b>           | <b>20618</b>        |



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 3.1 Total number of collision victims by age group and victim travel mode (fatal)**

| Victim Age   | Motor Vehicle |           | Pedestrians | Cyclists | Motorcycle / Mopeds |           | Collision Victims | %              |
|--------------|---------------|-----------|-------------|----------|---------------------|-----------|-------------------|----------------|
|              | Driver        | Passenger |             |          | Driver              | Passenger |                   |                |
| 1 to 4       | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 5 to 9       | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 10 to 14     | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 15 to 19     | 1             | 1         | 0           | 0        | 0                   | 0         | 2                 | 8.00           |
| 20 to 24     | 2             | 0         | 1           | 1        | 0                   | 0         | 4                 | 16.00          |
| 25 to 29     | 2             | 1         | 0           | 0        | 0                   | 0         | 3                 | 12.00          |
| 30 to 34     | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 35 to 39     | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 40 to 44     | 1             | 0         | 0           | 0        | 0                   | 0         | 1                 | 4.00           |
| 45 to 49     | 1             | 0         | 0           | 0        | 0                   | 0         | 1                 | 4.00           |
| 50 to 54     | 0             | 0         | 1           | 0        | 0                   | 0         | 1                 | 4.00           |
| 55 to 59     | 0             | 0         | 3           | 0        | 0                   | 0         | 3                 | 12.00          |
| 60 to 64     | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 65 to 69     | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 70 to 74     | 0             | 0         | 0           | 0        | 0                   | 0         | 0                 | 0.00           |
| 75+          | 2             | 1         | 3           | 0        | 0                   | 0         | 6                 | 24.00          |
| Unknown      | 0             | 0         | 4           | 0        | 0                   | 0         | 4                 | 16.00          |
| <b>TOTAL</b> | <b>9</b>      | <b>3</b>  | <b>12</b>   | <b>1</b> | <b>0</b>            | <b>0</b>  | <b>25</b>         | <b>100.0 %</b> |



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 3.2 Total number of collision victims by age group and victim travel mode (injury)**

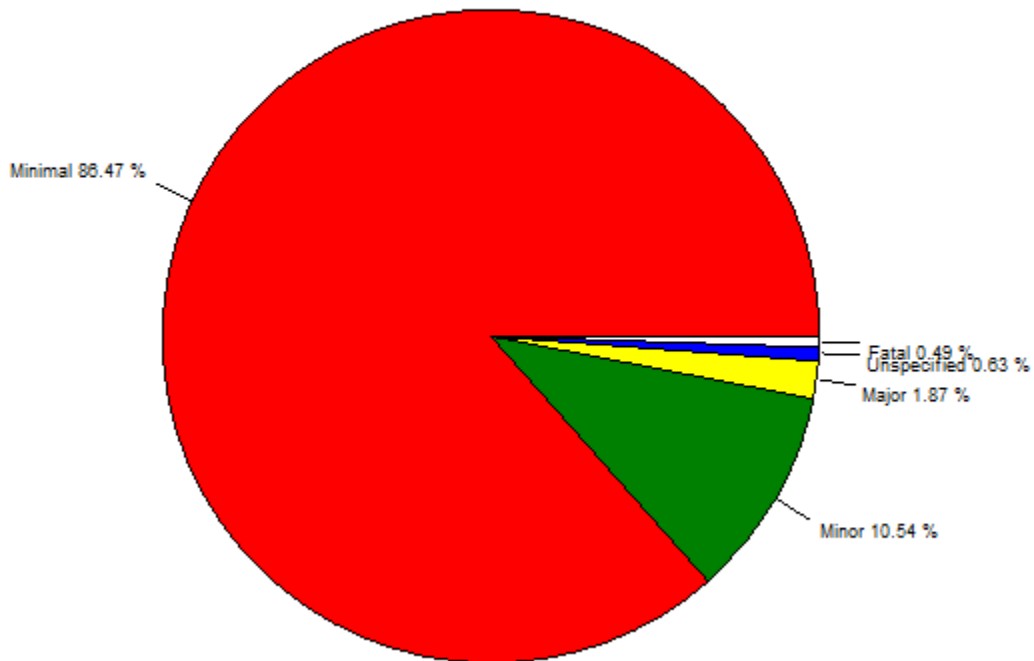
| Victim Age   | Motor Vehicle |            | Pedestrians | Cyclists  | Motorcycle / Mopeds |           | Collision Victims | %              |
|--------------|---------------|------------|-------------|-----------|---------------------|-----------|-------------------|----------------|
|              | Driver        | Passenger  |             |           | Driver              | Passenger |                   |                |
| 1 to 4       | 0             | 22         | 1           | 0         | 0                   | 0         | 23                | 0.45           |
| 5 to 9       | 0             | 52         | 1           | 0         | 0                   | 0         | 53                | 1.05           |
| 10 to 14     | 0             | 58         | 2           | 0         | 0                   | 0         | 60                | 1.19           |
| 15 to 19     | 151           | 99         | 3           | 0         | 1                   | 0         | 254               | 5.02           |
| 20 to 24     | 374           | 92         | 5           | 6         | 7                   | 1         | 485               | 9.59           |
| 25 to 29     | 441           | 81         | 6           | 1         | 9                   | 0         | 538               | 10.63          |
| 30 to 34     | 421           | 61         | 3           | 1         | 2                   | 0         | 488               | 9.65           |
| 35 to 39     | 440           | 72         | 3           | 3         | 6                   | 0         | 524               | 10.36          |
| 40 to 44     | 439           | 68         | 6           | 2         | 5                   | 0         | 520               | 10.28          |
| 45 to 49     | 384           | 60         | 2           | 4         | 6                   | 0         | 456               | 9.01           |
| 50 to 54     | 332           | 74         | 2           | 1         | 5                   | 0         | 414               | 8.18           |
| 55 to 59     | 336           | 55         | 1           | 2         | 2                   | 0         | 396               | 7.83           |
| 60 to 64     | 218           | 39         | 6           | 0         | 7                   | 0         | 270               | 5.34           |
| 65 to 69     | 177           | 49         | 2           | 0         | 1                   | 0         | 229               | 4.53           |
| 70 to 74     | 123           | 20         | 0           | 0         | 0                   | 0         | 143               | 2.83           |
| 75+          | 99            | 38         | 0           | 0         | 0                   | 0         | 137               | 2.71           |
| Unknown      | 5             | 56         | 6           | 2         | 0                   | 0         | 69                | 1.36           |
| <b>TOTAL</b> | <b>3940</b>   | <b>996</b> | <b>49</b>   | <b>22</b> | <b>51</b>           | <b>1</b>  | <b>5059</b>       | <b>100.0 %</b> |

Analysis Period: 1 January 2022 - 31 December 2022

**Figure 3.3 Total number of collision victims by injury type and mode of travel**

| Injury Type  | Motor Vehicle |             | Pedestrians | Cyclists  | Collision Victims |
|--------------|---------------|-------------|-------------|-----------|-------------------|
|              | Driver        | Passenger   |             |           |                   |
| Fatal        | 9             | 3           | 12          | 1         | 25                |
| Major        | 65            | 22          | 7           | 1         | 95                |
| Minimal      | 3517          | 843         | 25          | 11        | 4396              |
| Minor        | 385           | 127         | 14          | 10        | 536               |
| Unspecified  | 24            | 5           | 3           | 0         | 32                |
| <b>TOTAL</b> | <b>4000</b>   | <b>1000</b> | <b>61</b>   | <b>23</b> | <b>5084</b>       |

**Figure 3.4 Distribution of collision victims by injury type.**

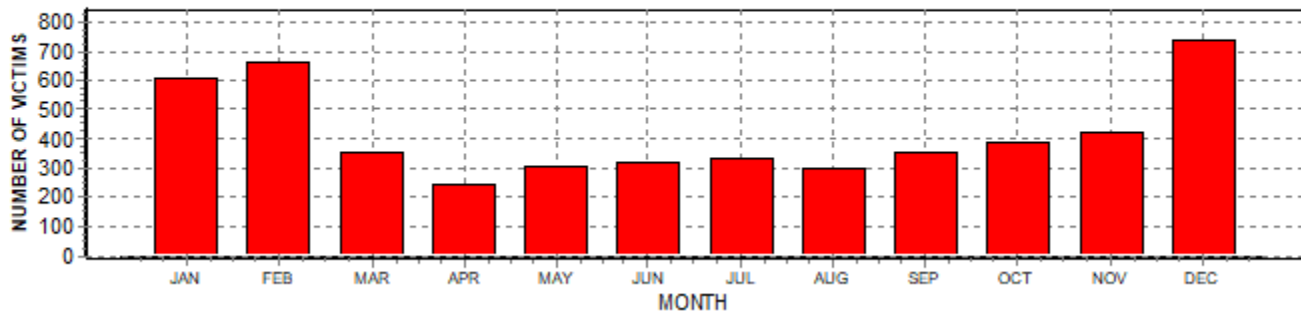


Analysis Period: 1 January 2022 - 31 December 2022

**Figure 3.5 Total number of collision victims by month and injury type**

| Month        | Fatal     | Injury      | Reported Victims |
|--------------|-----------|-------------|------------------|
| JANUARY      | 2         | 608         | 610              |
| FEBRUARY     | 0         | 661         | 661              |
| MARCH        | 1         | 360         | 361              |
| APRIL        | 2         | 249         | 251              |
| MAY          | 3         | 312         | 315              |
| JUNE         | 0         | 323         | 323              |
| JULY         | 2         | 340         | 342              |
| AUGUST       | 2         | 301         | 303              |
| SEPTEMBER    | 3         | 354         | 357              |
| OCTOBER      | 5         | 386         | 391              |
| NOVEMBER     | 2         | 427         | 429              |
| DECEMBER     | 3         | 738         | 741              |
| <b>TOTAL</b> | <b>25</b> | <b>5059</b> | <b>5084</b>      |

**Figure 3.6 Total number of collision victims by month**



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 4.1 Total number of vehicles by vehicle maneuver**

| Vehicle Maneuver                                 | Number of vehicles | Percentage     |
|--|--------------------|----------------|
| Changing Lanes to Left                           | 654                | 2.05           |
| Changing Lanes to Right                          | 650                | 2.03           |
| Entering Parked Position / Stopped on Roadside   | 93                 | 0.29           |
| Going Straight Ahead                             | 14006              | 43.80          |
| Making U-Turn                                    | 138                | 0.43           |
| Merging  | 299                | 0.94           |
| Overtaking                                       | 15                 | 0.05           |
| Parked - Illegally                               | 8                  | 0.03           |
| Parked - Legally                                 | 542                | 1.70           |
| Reversing  | 285                | 0.89           |
| Slowing / Stopping in Traffic                    | 2610               | 8.16           |
| Starting from Parked Position / Leaving Roadside | 151                | 0.47           |
| Starting in Traffic                              | 958                | 3.00           |
| Stopped in Traffic                               | 6773               | 21.18          |
| Swerving   | 343                | 1.07           |
| Turning Left                                     | 2520               | 7.88           |
| Turning Right                                    | 1053               | 3.29           |
| Unknown  | 876                | 2.74           |
| <b>TOTAL</b>                                     | <b>31974</b>       | <b>100.0 %</b> |

Analysis Period: 1 January 2022 - 31 December 2022

**Figure 4.2 Total number of vehicles by vehicle type**

| Vehicle Type                      | Number of vehicles | Percentage     |
|-----------------------------------|--------------------|----------------|
| Ambulance                         | 10                 | 0.03           |
| Automobile                        | 25596              | 80.06          |
| Bicycle                           | 61                 | 0.19           |
| Bus (Other)                       | 51                 | 0.16           |
| Construction Equipment            | 2                  | 0.01           |
| Fire                              | 46                 | 0.14           |
| Inter-City Bus                    | 4                  | 0.01           |
| Mini-Van/Multi-Purpose Van        | 1574               | 4.92           |
| Moped                             | 4                  | 0.01           |
| Motocycle/Scooter                 | 75                 | 0.23           |
| Motorhome                         | 3                  | 0.01           |
| Motorized Snow Vehicle (HTA)      | 1                  | 0.00           |
| Pedestrian                        | 4                  | 0.01           |
| Pick-Up Under 4500 kg             | 3480               | 10.88          |
| Power Unit for Semi-Trailer       | 136                | 0.43           |
| School Bus                        | 25                 | 0.08           |
| Transit Bus (Urban)               | 70                 | 0.22           |
| Truck (Other)                     | 22                 | 0.07           |
| Truck Over 4500 kg (Unit Chassis) | 453                | 1.42           |
| Van Under 4500 kg                 | 333                | 1.04           |
| Unknown                           | 22                 | 0.07           |
| <b>TOTAL</b>                      | <b>31972</b>       | <b>100.0 %</b> |



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 5.1 Number of Motorized Vehicles Colliding with Cyclists by Maneuver and Age of Vehicle Drivers**

| Driver Maneuver      | I        | F        | TL        | 1        | 5        | 10       | 15       | 20       | 25       | 30       | 35       | 40       | 45       | 50       | 55       | 60       | 65       | 70       | unk      |           |
|----------------------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
|                      |          |          |           | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       |          | to        |
|                      |          |          |           | 4        | 9        | 14       | 19       | 24       | 29       | 34       | 39       | 44       | 49       | 54       | 59       | 64       | 69       | 74       | 75+      |           |
| Going Straight Ahead | 0        | 0        | 13        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 3        | 1        | 0        | 1        | 1        | 2        | 1        | 0        | 3         |
| Parked - Illegally   | 0        | 0        | 1         | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Parked - Legally     | 0        | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         |
| Reversing            | 0        | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         |
| Stopped in Traffic   | 0        | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0         |
| Turning Left         | 0        | 0        | 5         | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 1         |
| Turning Right        | 0        | 0        | 9         | 0        | 0        | 0        | 1        | 1        | 0        | 1        | 0        | 2        | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 2         |
| Unknown              | 0        | 0        | 25        | 0        | 0        | 0        | 0        | 4        | 0        | 0        | 2        | 0        | 1        | 0        | 0        | 0        | 2        | 0        | 0        | 16        |
| <b>TOTAL</b>         | <b>0</b> | <b>0</b> | <b>57</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>2</b> | <b>2</b> | <b>5</b> | <b>3</b> | <b>1</b> | <b>2</b> | <b>1</b> | <b>5</b> | <b>2</b> | <b>0</b> | <b>24</b> |

I = Injured  
F = Fatal  
TL = Total

unk=Unknown





Analysis Period: 1 January 2022 - 31 December 2022

**Figure 5.2 Number of Cyclists by Maneuver and Age**

| Driver Maneuver      | I         | F        | TL        | 1 to 4   | 5 to 9   | 10 to 14 | 15 to 19 | 20 to 24 | 25 to 29 | 30 to 34 | 35 to 39 | 40 to 44 | 45 to 49 | 50 to 54 | 55 to 59 | 60 to 64 | 65 to 69 | 70 to 74 | 75+      | unk       |
|----------------------|-----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| Going Straight Ahead | 13        | 1        | 39        | 0        | 0        | 1        | 2        | 5        | 1        | 1        | 1        | 3        | 3        | 0        | 1        | 0        | 1        | 0        | 0        | 20        |
| Stopped in Traffic   | 0         | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         |
| Turning Left         | 3         | 0        | 3         | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         |
| Turning Right        | 0         | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Unknown              | 6         | 0        | 17        | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 1        | 0        | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 10        |
| <b>TOTAL</b>         | <b>22</b> | <b>1</b> | <b>61</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>2</b> | <b>7</b> | <b>2</b> | <b>1</b> | <b>3</b> | <b>4</b> | <b>5</b> | <b>1</b> | <b>2</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>32</b> |

I = Injured  
F = Fatal  
TL = Total

unk=Unknown



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 5.3 Number of Motorized Vehicles Colliding with Pedestrians by Maneuver and Age of Vehicle Drivers**

| Driver Maneuver                         | I        | F        | TL         | 1        | 5        | 10       | 15       | 20       | 25       | 30       | 35       | 40       | 45       | 50       | 55       | 60       | 65       | 70       | unk      |           |
|---|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
|   |          |          |            | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       |          | to        |
|   |          |          |            | 4        | 9        | 14       | 19       | 24       | 29       | 34       | 39       | 44       | 49       | 54       | 59       | 64       | 69       | 74       | 75+      |           |
| Going Straight Ahead                    | 1        | 0        | 44         | 0        | 0        | 0        | 1        | 5        | 5        | 2        | 2        | 2        | 1        | 1        | 1        | 0        | 5        | 1        | 2        | 16        |
| Reversing                               | 0        | 0        | 2          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 1         |
| Slowing / Stopping in Traffic           | 0        | 0        | 3          | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2         |
| Starting from Parked Position / Leaving | 0        | 0        | 2          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         |
| Turning Left                            | 0        | 0        | 14         | 0        | 0        | 0        | 1        | 0        | 1        | 2        | 2        | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 5         |
| Turning Right                           | 0        | 0        | 5          | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 1        | 0        | 0         |
| Unknown                                 | 0        | 0        | 31         | 0        | 0        | 0        | 0        | 3        | 0        | 2        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1        | 22        |
| <b>TOTAL</b>                            | <b>1</b> | <b>0</b> | <b>101</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>9</b> | <b>6</b> | <b>8</b> | <b>7</b> | <b>3</b> | <b>2</b> | <b>3</b> | <b>2</b> | <b>2</b> | <b>5</b> | <b>2</b> | <b>4</b> | <b>46</b> |

I = Injured  
F = Fatal  
TL = Total

unk=Unknown



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 5.4 Number of Pedestrians by Pedestrian Action and Age**

| Pedestrian Action                               | I         | F         | TL         | 1        | 5        | 10       | 15       | 20       | 25       | 30       | 35       | 40       | 45       | 50       | 55       | 60        | 65       | 70       | unk      |           |
|---|-----------|-----------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|-----------|
|   |           |           |            | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to       | to        | to       | to       |          | to        |
|   |           |           |            | 4        | 9        | 14       | 19       | 24       | 29       | 34       | 39       | 44       | 49       | 54       | 59       | 64        | 69       | 74       | 75+      |           |
| At Intersection, Crossing With Right-Of-Way     | 9         | 0         | 16         | 0        | 0        | 0        | 0        | 3        | 0        | 1        | 0        | 1        | 1        | 0        | 1        | 5         | 1        | 0        | 0        | 3         |
| At Intersection, Crossing Without Right-Of-Way  | 5         | 0         | 5          | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1         | 0        | 0        | 0        | 1         |
| At Intersection, Crossing, No Traffic Control   | 1         | 0         | 2          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 0        | 0         |
| Between Intersections, Crossing Roadway         | 4         | 2         | 10         | 0        | 0        | 1        | 1        | 0        | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0         | 0        | 0        | 2        | 2         |
| Walking Along Roadway With Traffic              | 3         | 0         | 3          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0         | 1        | 0        | 0        | 0         |
| On Sidewalk / Median / Safety Zone              | 3         | 0         | 5          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 0         | 0        | 0        | 0        | 3         |
| Walking on Roadway (Travelled Portion)          | 1         | 0         | 6          | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 1        | 1         | 0        | 0        | 0        | 2         |
| Coming from Behind Vehicle / Object on Roadside | 0         | 1         | 1          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0        | 0        | 0        | 0         |
| Running Into Roadway                            | 2         | 3         | 8          | 0        | 0        | 1        | 1        | 1        | 0        | 1        | 0        | 2        | 0        | 0        | 0        | 0         | 0        | 0        | 0        | 2         |
| Getting On / Off Another Vehicle                | 0         | 1         | 1          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0        | 0        | 1        | 0         |
| Working on Roadway                              | 1         | 0         | 1          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0         | 0        | 0        | 0        | 0         |
| Lying in Roadway                                | 0         | 3         | 3          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0         | 0        | 0        | 0        | 2         |
| Unknown   | 19        | 2         | 41         | 0        | 1        | 3        | 2        | 3        | 3        | 3        | 4        | 1        | 2        | 2        | 3        | 2         | 1        | 0        | 2        | 9         |
| <b>TOTAL</b>                                    | <b>48</b> | <b>12</b> | <b>102</b> | <b>0</b> | <b>1</b> | <b>5</b> | <b>6</b> | <b>8</b> | <b>6</b> | <b>5</b> | <b>8</b> | <b>7</b> | <b>4</b> | <b>3</b> | <b>7</b> | <b>10</b> | <b>3</b> | <b>0</b> | <b>5</b> | <b>24</b> |

I = Injured  
F = Fatal  
TL = Total

unk=Unknown



Analysis Period: 1 January 2022 - 31 December 2022

**Figure 5.5 Number of Pedestrians Involved in Collisions by Injury Type and Age**

| Pedestrian Age | Fatal     | Injured   | Total      |
|----------------|-----------|-----------|------------|
| 5 to 9         | 0         | 1         | 1          |
| 10 to 14       | 0         | 2         | 5          |
| 15 to 19       | 0         | 3         | 6          |
| 20 to 24       | 1         | 5         | 8          |
| 25 to 29       | 0         | 6         | 6          |
| 30 to 34       | 0         | 3         | 5          |
| 35 to 39       | 0         | 3         | 8          |
| 40 to 44       | 0         | 6         | 7          |
| 45 to 49       | 0         | 2         | 4          |
| 50 to 54       | 1         | 2         | 3          |
| 55 to 59       | 3         | 1         | 7          |
| 60 to 64       | 0         | 6         | 10         |
| 65 to 69       | 0         | 2         | 3          |
| 75+            | 3         | 0         | 5          |
| Unknown        | 4         | 6         | 24         |
| <b>TOTAL</b>   | <b>12</b> | <b>48</b> | <b>102</b> |